

The responses to bidders' inquiries are provided for the bidders' convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given. Inquiries along with responses may be posted at the website only when the inquiries are submitted in any of the acceptable manner prescribed under the Notice to the Contractors and when the responses have already been communicated to the individual inquirers. Bidders' inquiries received over the phone must be followed-up and submitted in writing for an official response.

The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.

Send Contractor Inquiries via email to d8_pbi@dot.ca.gov

The mailing address is: 13970 Victoria Street, Fontana, CA 92336

Phone (909) 829-3331

Fax (909) 829-3347

All inquiries must include the contract number.

08-0P9204	
Inquiry No.	Inquiry/Response
1.0	<p>Question_1: There is a table for Surface Abrasion Test CT 360. This is not a test that is commonly run. Will this test be required? We have been unable to find a lab that can perform the test.</p> <p>Response: Yes. This test will be required. Please bid as per current contract documents.</p>
2.0	<p>Question_2: Can Liquid Anti strip agent be used instead of lime slurry marination.</p> <p>Response: No Revised Response: The use of anti-strip method will be based on CT371 and Plasticity index</p>
3.0	<p>Question_3: It appears there is an additional 145,000 square yards of cold planing required for the digouts. Is the area of cold planing required for the digouts paid for in addition to the area of cold planing required for the cap? If not, how is the extra grinding depth paid?</p> <p>Response: Cold planing for digouts (0.2') will occur at the same time as cold planing for the cap (0.1'). Therefore, no additional payment or area for cold planing is required nor will recently placed HMA be coldplane.</p>
4.0	<p>Question_4: Was the Bid Opening Date for this project postponed?</p> <p>Response: Yes, Addendum # 1 issued on April 19, 2012 postponed the Bid Opening Date for this project indefinitely. Another addendum will be forthcoming advising of the new Bid Opening Date and other changes.</p>
4.1	<p>Question_4.1: The Original Bid Opening Date for this project was postponed by addendum # 1. Is there a new Bid Opening Date for this project?</p> <p>Response: Yes, Addendum # 2 issued on April 20, 2012 states that the new Bid Opening Date for this project is Thursday, May 03, 2012.</p>
5.0	<p>Question_5: How do the profilograph requirements for the job interpret the recent directive from CALTRANS headquarters regarding</p>

	<p>pre-construction profilograph and grinding this project?</p> <p>Response: The directive from CAL TRANS concerning pre-construction profilograph and grinding do not apply to this project as all areas that will be paved will be ground first as part of the contract. The directive is only for thin lift projects that do not grind first.</p>
6.0	<p>Question 6: What is the realistic ability of the contractor to conduct profilograph readings on the winding mountain roads that are almost entirely either curves or superelevations?</p> <p>Response: The specifications for this project indicate that the PI portion of this spec does not apply to this project as all paving lifts are less than .25' thick. The remaining smoothness spec does apply and the profilograph is used to determine and correct the must grinds only. For certain conditions outlined in the spec, the straightedge is to be used for smoothness. A trained and certified tester is required to perform this testing for the contractor and they will be able to complete the work in accordance with the specifications.</p>
7.0	<p>Question 7: We need to know in advance the location of the .20' cold milling and .20' HMA-A areas. According to the specifications, we are to cold mill and replace the .10' areas and the .20' areas concurrently. With two different mix-designs, we have no idea how much of each will be required on any given day. It would make more sense to cold mill the entire .10', inspect the underlying pavement to determine the dig-out areas, cold mill and replace the additional .10' dig-outs and then overlay the entire .10'.</p> <p>Response: Since there are two mixes, the areas to be cold planed and overlaid 0.20' will be done in a separate operation. These areas will be marked out prior to construction. Most of the 0.20' areas are anticipated to be 12' by a minimum of 1000' in length.</p>